

LETTERS SHOW SECRET METHODS OF NEW HAVEN

Publicity, Wrote President Hall, Would Do Vast Damage.

FEARED, TOO, CLAMOR BEFORE LEGISLATURE

Purchase of Meriden Road by Judge Robertson a Cause of Worry.

The story of how one after another the lambs of New England railroading went down the throat of the New Haven lion was told yesterday at the trial of the eleven past and present directors before Judge Hunt in the Federal Court. First went the New England, the New Haven's chief rival; then the Rhode Island & Massachusetts, and finally the tenderest lamb of them all, the little Meriden, Waterbury & Connecticut. This last one, however, caused a slight attack of indignation.

In the correspondence put in evidence showing these transactions, most of which was signed by John M. Hall, vice-president of the New Haven, no great respect was shown for the Meriden, Waterbury & Connecticut, which he described as so run down that the best disposition that could be made of it was to wipe it out, although, he said, it could be run electrically at a profit, if it could be got cheaply enough.

With this, as with other transactions, was testified, the purchases were carried on secretly, payment being made by check that would not reveal the New Haven as being the real purchaser. One letter put in evidence, dated May 25, 1896, was from Mr. Hall to A. Heaton Robertson, one of the defendants, the nominal buyer of the Meriden, Waterbury & Connecticut. Mr. Hall, vice-president of the New Haven, is seen offering to give Robertson transportation on Robertson's own road. He wrote:

"My Dear Judge: I have received notice from the New England Railroad Company that they propose to deliver to the purchaser of the Meriden, Waterbury & Connecticut Railroad five locomotives and quite a large amount of freight equipment and desire to do so on May 30, which will be next Saturday.

To Ride Free Over Own Road. "If you are not intending to deliver a Memorial Day address somewhere I suggest that you and myself, and particularly the chief engineer, make the expedition which we propose to make next Saturday over the lines of your recent acquisition. Of course, we should do so simply in an advisory capacity, but we shall gladly furnish transportation."

There was nothing about this, as we do not wish to advertise our trip any more than necessary. If you go with us we can act as witnesses to the delivery of the property and you will have an opportunity to get an idea of the value and possibilities of the property which you would hardly ascertain any other way.

This documentary evidence brought in for the first time in the testimony the name of Judge Robertson, showing his part in what the government alleges was a great conspiracy to build a new New England railroading into a monopoly in violation of the Sherman anti-trust law.

Two years later came another letter from Mr. Hall, this time to another defendant, Henry C. Robinson, of Hartford, a director, showing Mr. Hall's concern over the distress the secret swallowing of the Meriden, Waterbury & Connecticut was causing.

"I hesitate to break into the quiet of your vacation with business matters," he wrote, "but the question involves one of policy, as it seems to me, important for us to settle before it drifts into politics and gets into a position to do us considerable damage in the next Legislature by alienating people who are naturally our friends, when I think, by a little foresight we might avoid all unpleasant questions involved in the matter."

Public Soon to Know. "I am referring to the present position of the Meriden, Waterbury & Connecticut Railroad. Judge Robertson was the nominal purchaser, and to a certain extent the public believe that he is the owner, or represents a syndicate. This position, now, can't continue long, and the actual ownership will have to be revealed before a great

while, either in the courts or in the Legislature.

"A large number of people in Meriden especially and a considerable number in Waterbury are clamoring that something should be done by somebody to operate that road. I am confident that if something is not done with this road we shall find in the next Legislature trouble on account of this matter and steps will be taken to force some question raised about taxation and its evasion last year and this, and I believe it is best for us to avoid all these questions if possible by doing something with the railroad.

"It seems to me that we could operate it with a very light, infrequent service without costing us a great deal, and still retain ownership and possession of the property and await future developments. Now, I should like very much to know what you would recommend, and come to you first, intending then to ask advice of Mr. Bishop and a few other Connecticut directors whose opinion ought to control a matter like this."

After the reading of this letter, which Charles S. Mellen had identified by the signature, Frank M. Swacker, government counsel, asked him, "Is it true that you started your duties with the New Haven by the institution of a suit against the Meriden, Waterbury & Connecticut?"

"It is," Mellen replied.

There was also read into the record the minutes of the directors of the New Haven showing the campaign for gaining control of the Old Colony railroad and steamboat companies. This was the purchase of the Rhode Island & Massachusetts, which the minutes of the directors of the New Haven showed they approved, was handled through William Rockefeller, a New Haven director, was indicated in a letter to him from Charles P. Clark, New Haven president, dated April 3, 1892, which says in part:

"I want to present to you the facts regarding a matter involving an investment of between \$300,000 and \$350,000 on a basis which will pay 5 per cent, thinking, perhaps, you would like the investment and being sure that if you should choose to make it this company would be put in a stronger position in Rhode Island."

Didn't Want Rights Exercised. Then followed a description of the Rhode Island, stating among many other advantages in its purchase that it was in a position to compete with the New Haven's leased line, the Providence & Worcester, which could not be done "if the owners of the Rhode Island & Massachusetts decide not to exercise their rights under the existing Rhode Island charter, and it seems to me it is rather important that they should not do so, although the New England is anxious to have them," wrote Mr. Clark.

It was stated that Rockefeller and J. P. Morgan had been interested in the purchase of the Rhode Island & Worcester for three years. For this action, Mr. Rockefeller and Mr. Morgan, there was shown in evidence, got letters of thanks in behalf of the New Haven from Mr. Clark, its president, making a safe 5 per cent investment for themselves.

Then documents were introduced in evidence showing the acquisition by the New Haven of the New England, once its chief rival, gone into insolvency and bought up at a foreclosure sale. It was bought through the financial help of Rockefeller and Morgan. Mr. Clark was made president of the New England, also continuing as head of the New Haven.

The length to which the government was running caused the attorney for the defense to make many objections on the ground that the record was being overburdened. They said they feared the trial would run for six months at least, and the president of the New England, John W. H. Crim, of counsel for James S. Hemmingsway, to say of Thomas D. Thacher and John G. Milburn, counsel for other defendants: "Thacher and Milburn have decided the case long ago. They have brought in their sons to inherit it after they die."

NO N. H. SUITS FOR RESTITUTION

Continued from page 1

The sun was about to break through the clouds for the New Haven, but that while things looked bright it was probable that no dividend would be declared for at least five years.

For this, he said, were that the company needed the money for improvements, as the physical equipment of the road was not sufficient at the present time to take care of its business.

President Hadley of Yale told the stockholders of the exhaustive investigation that had been made of the evidence that could be used in restitution suits, and he declared that in his judgment it would be a waste of the stockholders' money to begin them. He said that in the Billard suit, now pending, the company expected to realize a large sum of \$1,410 last year.

Directors on Exhibition. Among the many interesting sidelights on the trial was the exhibition of eight of its directors. This took place after Judge Bogdan, a stockholder, had declared that he was tired of voting for directors that he did not know, and that he wanted to see them.

"Come down here in front and I'll show them to you," said Chairman Elliott. Mr. Bogdan did, and the President Hadley, stood up so that the stockholders could get a good look. Bogdan looked them over carefully for a minute, and then ejaculated: "Well, you all look like the best men I ever saw."

Walter T. Gardner, another stockholder, was much perplexed because no dividend was declared. He asserted that the payment of a dividend could be made by the company in the financial district, but Mr. Elliott could not see it that way.

A. H. Hiller had a general kick at high salaries, per capita and expenses. Mr. Elliott told him when he could see the amounts paid by the New Haven to its officers and also that the seventeen members of the board had expenses of \$1,410 last year.

The membership in the board of directors was reduced to fifteen, the resignations of Messrs. Brewster and McFarland having been accepted. Before the meeting began, Mr. Elliott announced that the management had 920,000 shares to vote, considerably more than a majority.

Twenty Warrants for "Colonists." Magistrate Paul Krotel issued twenty warrants yesterday for the arrest of "colonists," charged with illegal registration. The applications were made by Assistant District Attorney Weller. The warrants will not be served until Election Day, when the "colonists" will be arrested if they appear.

THE exquisite soft mellow tone of the Sonora Phonograph, for which it was given the highest award and a Gold Medal at the Panama-Pacific Exposition, can best be appreciated by a visit to our Fifth Avenue Salons at 53d Street.

Call and we will gladly give you a demonstration and explain the many points of merit in the Sonora. All other phonographs. Prices: \$25, \$50, \$75, \$100, \$125, \$150, \$175, \$200, \$225, \$250, \$275, \$300, \$325, \$350, \$375, \$400, \$425, \$450, \$475, \$500, \$525, \$550, \$575, \$600, \$625, \$650, \$675, \$700, \$725, \$750, \$775, \$800, \$825, \$850, \$875, \$900, \$925, \$950, \$975, \$1,000.

Sonora Phonograph Corporation. (Incl. E. Brightman, President. Fifth Avenue Salons at 53d Street. Main Office and Sales Room, 57 Broadway, New York.)

Examine our new line of records at 53d Street.

J. P. MORGAN IN WITNESS CHAIR.



Financier testifying regarding "L" third tracking contracts before Thompson legislative committee.

ELEVEN INDICTED FIGHT HOURS TO SAVE LIFE ON BLAZING SHIP

Federal Charges Accuse Company of Duping Thousands in U. S.

A nation-wide mail fraud conspiracy by which cheap whiskey has been sold as high grade liquor to unsuspecting saloonkeepers was brought to light yesterday, when the Federal grand jury returned indictments against eleven men charged with participating in frauds aggregating \$500,000. Officers and salesmen of the Seminole Distilling and Distributing Company, 314 to 320 Grand Street, and of the Overbrook Distilling and Distributing Company, 500 Fifth Avenue, are mentioned in the indictments.

Three officers of the corporations, who, according to the indictments, represented that they had their own distilleries in Louisville and Cincinnati, were arrested and arraigned before Judge William H. Sheppard in the criminal branch of the United States District Court. Felix Prince, said to be a nephew of Judge Prince, of the 2d Municipal Court, after entering a plea of not guilty, was released on a bond of \$5,000. His uncle, Adolf Prince and Leonard Prince, furnished bonds of \$3,000 each to await trial.

The other eight defendants are salesmen now on the road, who, it is understood, will surrender themselves to Marshal McCarthy on their return to the city. Their names are Adolf Penner, Rudolf Skathmayr, Joseph Ulmer, Richard Kobas, Henry Kobas, Leopold Prince, M. Goodman and a man named Shebach.

According to Assistant United States District Attorney Emilio Yasselli and Postoffice Inspectors Howard S. Mayhew and William G. Swain, who gathered the evidence, the defendants, by falsely representing that the Seminole and Overbrook were distilling companies. They offered as high grade Bourbon and rye a low grade whiskey, to which they had given a fancy name, it is charged.

In many cases, the indictments charge, the defendants, after getting advances from saloonkeepers and excisekeepers, they promised to establish in business, failed to deliver any of the liquor ordered. The advances, it is said, were kept as commissions for the salesmen who toured the country offering twenty-five barrels of liquor for \$1,000. All time notes given by the saloonkeepers, the indictments charge, were discounted at local banks on their representation that the liquor had been furnished and that the notes were payable when due.

Mrs. Julia Haveran, a widow owning a saloon in Cleveland, Ohio, after paying an advance of \$100 on an order for 255 East Ninety-third Street, Cleveland, K. Stahulak, 4618 Ladin Street, Chicago; Mike Yatsch, of Youngstown, Ohio, and J. A. Albertson, of Akron, Ohio.

FIRE TRAP CONDEMNED Pittsburgh Building in Which 13 Lives Were Lost Ordered Vacated. Pittsburgh, Oct. 27.—Thomas L. Pfarr, fire marshal of Allegheny County, condemned to-day conditions in the building occupied by the H. H. Woods Paper Box Company, which was damaged by fire, with a loss of thirteen lives, last Monday, and ordered the company to vacate its premises as soon as possible. The owner of an automobile garage occupying part of the first story was instructed to move within thirty days.

Woods is executor of the Brown estate, which owned the building occupied by the box company. He was held yesterday in \$10,000 bail for the corner's inquest on the charge of negligence. Fire Marshal Pfarr also condemned several other factories.

Sailors Risk Lives Again and Again in Attempt to Rescue Captain Trapped by Ring of Fire on the Liner Colorado.

(By Telegram to the Tribune.) Baltimore, Oct. 27.—In Charleston harbor a blackened bulk with thousands of dollars' worth of cotton in its hold is burning to the water's edge, while its captain and the thirty-five members of its crew, in the snug shelter of a Baltimore home, are telling and retelling the story of their miraculous escape from a hideous death at sea.

First the sailors recount how their skipper, trapped on the forward deck of his ship by a wall of flame, ordered his men to desert him and take to the boats. Then the captain breaks in and tells how his men rowed about in the Atlantic for three hours, risking their lives again and again as they neared the burning vessel to rescue their master, and of how he finally escaped just as the charred masts plunged from their sockets into the sea.

Fire Discovered at 1 a. m. The ship is the Mallory liner Colorado. Fire was discovered about 1 o'clock on Monday morning, when the vessel was off Cape Roman, S. C. Within half an hour the flames were beyond control, and the ship was abandoned by the crew. Three hours later the men who refused to desert him, and seven hours after the fire had been discovered all hands were picked up by the Suanwee, which rushed to the rescue. The Colorado was last sighted by the Suanwee, which rushed to the rescue. The Colorado was last sighted by the Suanwee, which rushed to the rescue.

Captain Asleep When Fire Started. "I was asleep when the fire was discovered," said Captain Congdon. "We had left Charleston some hours before with 6,000 bales of cotton, bound for

platform in which a declaration is made in favor of immediate home rule, as against independence of the United States.

FIGHT BY PHONE FOR CROSEY 15,000 Union Bank Depositors Begin Campaign to Aid District Attorney.

Depositors of the wrecked Union Bank of Brooklyn began a telephone campaign yesterday for the purpose of having their friends support District Attorney Crosey for re-election. The telephoning began at an early hour in the morning and continued throughout the day. It is estimated there are about 15,000 depositors. Each had agreed to telephone to at least ten persons seeking their support. Crosey, and in turn ask them to do the same.

U. S. NAVY TO BUILD A GIANT AEROPLANE Will Have Speed of Eighty Miles and Carry Twelve Passengers.

(From The Tribune Bureau.) Washington, Oct. 27.—An order for the construction at the Washington Navy Yard of the first aeroplane to be built by the United States government was signed by Secretary Daniels today. It will be the largest "plane" in America and considerably larger than the ordinary types in service in Europe.

With a speed of from fifty to eighty miles an hour, a load capacity of 2,200 pounds and carrying twelve persons, the new air machine will have a very wide range of usefulness. Two motors of 160 horsepower each will propel it. Secretary Daniels intends to build several similar aeroplanes at the Pensacola aero station, but the first experiment is being made here, because of the testing facilities offered by the wind tunnel and model basin. The motors will be tested at the new aeronautical motor-testing laboratory here.

The designs for the new "plane" were drawn by the department's experts, under the direction of Naval Constructor H. C. Richardson. Work on the machine will begin at once and will be pushed as rapidly as possible.

'L' YELLOW DOG' PUZZLES MORGAN

Financier Tells Thompson Committee He Never Heard of Secret Fund.

GILLESPIE CONTRACT A MYSTERY TO HIM

Ill Health, He Says, Caused G. M. Lane's Resignation from Interborough Directorate.

J. P. Morgan appeared yesterday as a witness before the Thompson legislative committee which is investigating the Public Service Commission, but after an hour or so of interrogation contributed little or nothing in the way of important evidence.

Mr. Morgan was on time as usual, appearing at the rooms of the New York County Lawyers' Association, at 105 Broadway, where the inquiry is being held, fifteen minutes before he was wanted. Mr. Morgan settled down in the witness chair to await the interrogation of Merton E. Lewis, Deputy Attorney General, who is handling the investigation for the committee.

The inquirer wanted to know what Mr. Morgan knew about the withdrawal of G. M. Lane and W. A. Read from the directorate of the Interborough; what he knew of the desire of Theodore P. Shonts to award the contract for third tracking the Third Avenue Elevated Railroad to John F. Stevens, his old friend of Panama Canal days, when Mr. Shonts was chairman of the commission and Mr. Stevens was chief engineer, and what Mr. Morgan thought of the turning down of the Stevens proposed contract and the substitution of a second contract, which was awarded to T. A. Gillespie.

Questions were asked about a "yellow dog fund" which was alleged to have been used in connection with the awarding of the retracking contracts, but Mr. Morgan stated that he knew nothing of it.

The substance of Mr. Morgan's statements was that his company was handling the bonds of the Interborough Improvement Company and that he wanted no extravagant contracts made or any other negotiations transacted that might minimize or affect in any way the popularity of the bonds.

Asked about the withdrawal of Gardner M. Lane, of Boston, from the directorate of the Interborough, Mr. Morgan said the banker, whose firm in Boston had relations with the Morgan family in New York, had withdrawn because of ill health and the fact that he lived in Boston.

Mr. Shonts, it was developed, had explained that a strong, capable man was needed, and that his experience with Stevens at Panama had convinced him that Stevens was the man. The Stevens contract was for cost plus 10 per cent. This figure was what Mr. Lane and Mr. Read considered extravagant. Mr. Shonts was asked to avoid the possibility of enormous expense from accidents during construction, and he knew that Stevens was the proper man to prevent this.

"Did you ever hear of a fund that had been expended by the Interborough in connection with bringing about the dual subway contracts that could not appear on the books?" Mr. Lewis asked.

"No, sir, I never heard of it," replied Mr. Morgan.

Mr. Morgan also denied that he had ever heard of the Gillespie contract, in which Gillespie was to receive 15 per cent plus cost, in connection with the third tracking of the Third Avenue Elevated.

CORROSION CAUSED EXPLOSION ON F-4

Continued from page 1

sulted in the vessel reaching crushing depths. "Seams of the vessel began to open, and probably through open torpedo tubes and seams water entered the vessel and a condition of positive buoyancy was never attained.

"There followed actual disaster. The vessel began filling with water. The personnel abandoned stations and many sought refuge on the engine room, closing the door. Under great pressure the engine room bulkhead failed suddenly, leaving the vessel on the bottom, completely flooded."

Attributes Loss to Open Valves. Henry R. Carse, president of the Electric Boat Company, which built the F-4, issued a statement to-night denying any fault in construction, and attributing the loss of the vessel to "open air valves on the forward, middle and aft main ballast tanks and the auxiliary ballast tank."

The statement reviews the report of the board of inquiry, and says: "The item of lead lining and corrosion would indicate lack of care. All vessels and machinery are liable to corrode, and should be regularly overhauled, cleaned and painted. A similar experience in connection with the battery tanks was met with some time before the loss of the F-4 in connection with the Atlantic Coast. Measures are now being taken to guard carefully against deterioration of this nature in boats now in the service.

"While this corrosion may possibly have been a contributory cause to the accident, it could not have been the cause, as it is always possible to detect such leaks and bring the boat to the surface before serious damage results."

Explaining the use of vent valves on the boat and stating that all instructions governing the operation of boats require these valves to be closed," Mr. Carse says:

"Nothing further is required to explain the much regretted loss of this vessel. In the foregoing remarks there is no intention of reflecting on the unfortunate men who lost their lives in the vessel, but the fact that these valves were left open must not be overlooked."

LEARN BY DOING

THE only school in the world devoted to teaching every angle of electrical industry by actual practice. All ages from sixteen to fifty. The school is in a building that is a model of modern architecture. The school is in a building that is a model of modern architecture. The school is in a building that is a model of modern architecture.

No preparation needed to become a "learner" in this school. You can start this course any week-day throughout the whole year.

Drop a postal card for free catalogue. We will send you a copy of our catalogue. We will send you a copy of our catalogue. We will send you a copy of our catalogue.

N. Y. ELECTRICAL SCHOOL, 35 West 17th St., New York

NEW J. S. BACHE INTEREST

New York Banker Acquires Control of International Corporation. Control of the International Banking Corporation, which operates the International Bank at 60 Wall Street and sixteen branches in the Far East, London, Panama and San Francisco, has been acquired by J. S. Bache, of J. S. Bache & Co., bankers and members of the Stock Exchange, with headquarters at 42 Broadway, at \$160 a share. Under the conditions of purchase opportunity is offered to the minority stockholders to sell their stocks at the same price.

Mr. Bache, in confirming the purchase yesterday, announced that he had taken over the holdings of the late Thomas H. Hubbard, who organized the corporation in 1902. Mr. Bache said he had obtained the stock for investment, and asserted there would be no change in the present official staff or the board of directors, of which he has been a member for several years.

The International Banking Corporation, according to a statement of its condition on June 30, 1915, had deposits of \$12,774,404. It is capitalized at \$2,500,000 and has a surplus of a like amount. The Far Eastern branches are located at Bombay, Calcutta, Singapore, Canton, Hong-Kong, Manila, Cebu, Shanghai, Peking, Hankow, Kobe and Yokohama. This institution is also the depository of the Philippines and Panama governments.

Avery Stars at Billiards. George Avery was the winner in last night's three-cushion tournament at Doyle's Academy. He defeated Harry Cashman by a score of 25 to 16 in forty-three innings. In the English billiard tourney W. Davis won from J. Britton, 150 to 135. Games in each event will be played to-night.

FLINT & HORNER FURNITURE

Unexcelled For Reliability and Moderate Cost.

In Library, Living Room or Den the fireplace is naturally the central point in the general scheme of decoration. Whatever else may be sacrificed to convention or economy the hearth must have its easy chair or Davenport before the fire.

From the collection of Leather, Tapestry and Velour Upholstered pieces, which we are now offering in our Exhibit of the combined efforts of the two oldest Furniture Houses of New York, it is easy to select old-time "Wing Chairs," "Club Chairs," or Davenports adapted to the fullest comfort, and at

PRICES WITHIN THE PURCHASING POWER OF ALL FURNITURE, RUGS, DECORATIONS.

Flint & Horner Co. Inc. 20-26 West 36th St. New York

TRIBUNE HOTEL DIRECTORY

Note—The following New York City hotels are advertisers in The New York Tribune. As such they offer to their guests protection from undesirable surroundings, since satisfaction in accommodations and service is fully guaranteed. See The Tribune Graphic Section every Sunday for complete Hotel announcements.

A—Am. & Eu. B—Eu. C—Res. & Bach. D—Family. E—Women Exclusively

District No. 1, 14th to 42d St., bet. Fourth Ave. and Seventh Ave.

Hotel	Address	Rate
A—Hotel Arlington	18 West 25th St.	\$9 wk. Eu. \$24 wk. Am. for 2
B—Hotel Berlin	Brooklyn and 29th St.	\$1 a day up.
B—Grand Hotel	31st St. and Broadway	\$1 per day up.
B—Hotel Hermitage	Times Square, at 42d St.	\$1.50 per day up.
A—Hotel Irving	26 Gramercy Park	\$30 per week up, 2 people
12-16 East 31st St.	\$1.50 per day up.	
C—Hotel Madison Square	37 Madison Ave.	On application.
E—Martha Washington	29 East 29th St.	\$1.50 per day up.
B—Hotel Navarre	7th Ave. and 38th St.	\$1 per day up.
B—Hotel Prince George	28th St. and Fifth Ave.	\$1.50 per day up.
B—Hotel Seville	29th St. and Madison Ave.	\$1.50 to \$5.00 per day.
D—Hotel Touraine	9-11 East 39th St.	On application.
B—Hotel York	7th Ave., cor. 36th st.	\$1.50 up.

District No. 2, Washington Square Section, below 14th St.

Hotel	Address	Rate
A+Hotel Albert	11th St. and University Pl.	\$1 per day up.
A—Hotel Earle	103-105 Waverly Place	\$9 wk. Eu. \$16 wk. Am.
A—Hotel Helley	36 Washington Square	On application.
A—Hotel Hudson	53 Washington Square	\$1 Eu. \$2.50 Am.
A—Hotel Marlton	3-5 West 8th St.	On application.

District No. 3, 42d St. to 63d St., bet. Madison Ave. and Broadway.

Hotel	Address	Rate
A—Hotel Bristol	122-24 West 49th St.	On application.
A—Hotel Buckingham	Fifth Ave. and 50th St.	\$2 per day up.
Hotel Emure	63d St. and Broadway	\$1 per day up.
C-14 East 60th St.	Eager & Babcock	On application.
B—Hotel Great Northern	118 West 57th St.	\$2 per day up.
B—Hotel Langdon	Fifth Ave. and 56th St.	On application.
B—Hotel Laureton	147-149 West 55th St.	\$2 per day up.
B—Hotel Leonori	63d St. and Madison Ave.	\$2 per day up.
C—Hotel Longacre	157 West 47th St.	\$1 per day up.
B—Hotel Lorraine	Fifth Ave. and 45th St.	On application.
D—Hotel New Weston	Madison Ave. and 49th St.	On application.
B—Hotel Nederland	59th St. and Fifth Ave.	\$2 per day up.
B—Hotel Richmond	70 West 46th St.	\$1.50 per day up.
B—Hotel Somerset	150 West 47th St.	On application.
B—Hotel St. James	109-113 West 45th St.	\$1.50 per day up.

District No. 4, 63d St. to 110th St., bet. Central Park W. and Broadway.

Hotel	Address	Rate
A—Hotel Anderson	102 West 80th St.	On application.
B—Hotel Belleclaire	77th St. and Broadway	\$2 per day up.
B—Hotel Bonta-Narragansett	Broadway at 94th St.	\$1.50 up.
B—Hotel Breton Hall	Broadway, 85th to 86th St.	\$2.50 up, 1 or 2 persons
C—Hotel Berkeley	170 West 74th St.	On application.
A—Hotel Clendening	202 West 103d St.	\$30 up for two.
B—Hotel Colonial	81st St. and Columbus Ave.	On application.
B—Hotel Endicott	81st St. and Columbus Ave.	\$1 per day up.
B—Hotel Lucerne	201 West 79th St.	\$2 per day up.
B—Hotel Majestic	Central Park W. 72d St.	\$1.50 per day up.
B—Hotel Manhattan Square	50-58 West 77th St.	\$2 per day up.
B—Hotel Marie Antoinette	66th St. and Broadway	\$1.50 per day up.
B—Hotel Marcelline	Broadway at 103	